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Hongkong, April 28, 1933.



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His mother will tell you
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SEVENTH GENERAL MEETING
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PANY will be held in the COMPANY'S
OFFICE, 35 & 40 QUEEN'S ROAD CENTRAL,
on TUESDAY, 14th JULY, 1933, at Noon,
for the purpose of receiving the Report of
the General Managers, together with a
Statement of Accounts for the year ending
30th April, 1933.
The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 7th to
the 21st July, inclusive.

JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong, July 1, 1933. 1380

HONGKONG JOCKEY CLUB.

A MEETING of Members intending to
Subscribe for GRIFFINS for the
next Race Meeting will be held in the
HONGKONG HOTEL, on THURSDAY
next, the 16th JULY instant, at 4.30 p.m.
Every intending Subscriber is requested
to be present.

By Order,
T. F. HOUGH,
Clerk of the Course.
Hongkong, July 9, 1933. 1437

THE CANTON LAND COMPANY,
LIMITED.

THE FIFTH ORDINARY GENERAL
MEETING of SHAREHOLDERS
in the Company will be held in the COM-
PANY'S OFFICE, No. 14, Des Voeux
Road, Hongkong, on SATURDAY,
the 18th JULY, 1933, at 11 a.m., for the
purpose of receiving a Statement of Accounts
and the Report of the General Managers
for the year ending 30th June, 1933.

The TRANSFER BOOKS of the Com-
pany will be CLOSED from the 15th to
the 18th inst., 1933, both days inclusive.
SHEWAN, TOMES & CO.,
General Managers.
Hongkong, July 9, 1933. 1434

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JAS. D. M. CAMERON,
Manager.
Hongkong, May 5, 1933. 978

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1st Class Fare \$1.00 Single
2nd do 50 Cents
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MORNING and AFTERNOON.

E. G. JORDAN, Manager.
Wm. FARMER, Proprietor.
Hongkong, May 28, 1933. 1145

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Hongkong, June 2, 1933. 931

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No. 8, QUEEN'S ROAD WEST.
Hongkong, May 30, 1933. 611

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Airy and well-furnished Double and Single
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Reduced Rates for Summer, with or
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Mrs G. S. WEBB.

Hongkong, July 1, 1933. 1416

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(NEAR MESSRS. LANE, CRAWFORD & CO.)
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CHINA.

Hongkong, June 15, 1932. 1254

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Hongkong, April 1, 1933. 146

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Hongkong, June 29, 1933. 1369

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Hongkong, June 8, 1933. 1230

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MOUR ROAD, from 15th June.

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Hongkong, May 15, 1933. 1044

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LAND & ESTATE BROKER,
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Hongkong, July 4, 1933. 1405

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Hongkong, June 2, 1933. 1175

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or
HUMPHREYS ESTATE & FINANCE
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Hongkong, June 17, 1933. 1274

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Hongkong, June 27, 1933. 1354

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Hongkong, July 11, 1933. 1449

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CABLE.

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JOHN D. HUMPHREYS & SON,
General Managers,
Hongkong High Level Tramway Co., Ltd.
Hongkong, June 16, 1933. 1297

Auctions.

Particulars and Conditions of the Letting by
Public Auction Sale, to be held on
Monday, the 20th day of July,
1933, at 3 p.m., at the Offices of the
Public Works Department, by Order of
His Excellency the Governor, of Two
Lots of Crown Land, at Tai Hang Vil-
lage, in the Colony of Hongkong, for a
term of 75 years, with the
option of renewal at a Crown Rent to be
fixed by the Surveyor of His
Majesty the King, for one further
term of 75 years.

Particulars of the Lots.

Particulars and Conditions of the Letting by
Public Auction Sale, to be held on
Monday, the 20th day of July,
1933, at 3 p.m., at the Offices of the
Public Works Department, by Order of
His Excellency the Governor, of Two
Lots of Crown Land, at Peak Road
in the Colony of Hongkong, for a
term of 75 years from the date of
commencement of R.B.L. No. 112,
with the option of renewal at a Crown
Rent to be fixed by the Surveyor of
His Majesty the King, for one further
term of 75 years.

Particulars of the Lots.

Particulars and Conditions of the Letting by
Public Auction Sale, to be held on
Monday, the 20th day of July,
1933, at 3 p.m., at the Offices of the
Public Works Department, by Order of
His Excellency the Governor, of One
Lot of Crown Land, at Shek Tong Tai
in the Colony of Hongkong, for a
term of 75 years from the date of
commencement of R.B.L. No. 112,
with the option of renewal at a Crown
Rent to be fixed by the Surveyor of
His Majesty the King, for one further
term of 75 years.

Particulars of the Lot.

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His Excellency the Governor, of One
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Rent to be fixed by the Surveyor of
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commencement of R.B.L. No. 112,
with the option of renewal at a Crown
Rent to be fixed by the Surveyor of
His Majesty the King, for one further
term of 75 years.

not one. Plaster falling off, tiles loose, woodwork often rotten, stones cracked, bricks moulding away, in fact dilapidation seems to be the normal condition of Chinese architecture. No sooner is a building finished than the process of decay begins, and it does not cease until the building becomes so bad that it has to be repaired at great cost, or else is left to perish in its own decay.

It is the same with their roads, their bridges, their furniture, their shops, even their yamens where the Mandarins sojourn in their continual progress from office to office, up or down as the case may be—everything is tainted with this fatal disease—and what is most deplorable, everybody is equally indifferent and oblivious.

China will never truly reform until she learns the worth of cleanliness and repair, until she learns how to care adequately and continuously for the buildings she erects often at great expense. It is lamentable to see really fine houses and temples rotting away bit by bit when a trifling expense year by year would suffice to keep them in good repair, and enable them to maintain a presentable appearance for years.

The Chinese are not without ingenuity, their water wheels bearing witness. There are good number of these in the smaller streams among the hills. They are made of bamboo to the height of 14 feet with short bamboo pipes so arranged at the extremity of the wheel that they convey the water, as the wheel revolves by the natural motion of the stream, to a long wooden trough fixed on the axle of the wheel, from whence another trough carries the water to the rice-fields adjoining the stream. In some places there are scores of these ingenious water-wheels performing their required task with unerring faithfulness night and day alike.

One other point I may notice before closing. I crossed over at one point a pass some 4000 feet high, as high as the highest mountain in the British Isles. A magnificent ride up to the summit through forests of pine and fir and bamboo: at one side a roaring, rushing mountain stream falling in tumultuous confusion: grand peaks and mountain spurs of rugged rock on either hand; and a view from the summit of vast extent on all sides, a sea of mountains with here and there a fertile valley and an outspread plain. These were ample enough rewards to repay one for the stiff climb, not to forget a three hours' thunderstorm when halldown the other slope, with a violent gale of wind and torrents of tropical rain.

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THE natural modesty of many people who have used Chamberlain's Colic, Dysentery, etc., with splendid results, make them hesitate about giving their opinion for publicity. Still these same people have done much to make Chamberlain's Colic and Dysentery Remedy a household word, for they have by word of mouth informed their friends what a good medicine it is to have in the house. Once used, always kept, follows this medicine around the world. For sale by all chemists and medicine vendors; WATKINS Ltd., General Agents.

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8.00 a.m. to 8.30 a.m.	Every 15 minutes.
8.30 a.m. to 9.00 a.m.	Every 10 minutes.
9.00 a.m. to 11.00 a.m.	Every 15 minutes.
11.30 a.m. to 12.45 p.m.	Every 10 minutes.
12.45 p.m. to 1.15 p.m.	Every 15 minutes.
1.15 p.m. to 1.45 p.m.	Every 10 minutes.
1.45 p.m. to 2.15 p.m.	Every 15 minutes.
2.15 p.m. to 3.00 p.m.	Every 10 minutes.
3.00 p.m. to 5.30 p.m.	Every 15 minutes.
5.30 p.m. to 6.00 p.m.	Every 10 minutes.
NIGHT CARS.	
8.45 p.m. and 9 p.m.	Every 15 minutes.
9.45 p.m. to 11.15 p.m.	Every 10 minutes.
SUNDAYS.	
8.00 a.m. to 9.00 a.m.	Every 15 minutes.
9.00 a.m. to 10.30 a.m.	Every 15 minutes.
10.30 a.m. to 11.00 a.m.	Every 10 minutes.
11.00 a.m. to 1.00 p.m.	Every 15 minutes.
1.00 p.m. to 5.00 p.m.	Every 15 minutes.
5.00 p.m. to 6.00 p.m.	Every 10 minutes.
6.00 p.m. to 7.00 p.m.	Every 15 minutes.
7.00 p.m. to 8.00 p.m.	Every 10 minutes.

NIGHT CARS on Week Days.

Extra cars at 11.30 and 11.45 p.m. SPECIAL CARS by Arrangement at the Company's Office, 38 and 40, Queen's Road Central.

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ESTIMATES MADE FOR ALL KINDS OF ELECTRICAL WORK AND SUPPLIES. THE MANAGER OF WORKS AT HONGKONG; or SHEWAN, TOMES & CO., General Managers.

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Frontier Mixture is a combination of the CHOICEST Tobacco grown.

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'It is not too much to say that the merits of ENO'S 'FRUIT SALT' have been published, tested, and approved, literally from Pole to Pole, and that its cosmopolitan popularity to-day presents one of the most signal illustrations of commercial enterprise to be found in our trading records.—European Mail.

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Purchasers are requested to see that every bottle bears, upon its RED LABEL, the signature in WHITE of Lea & Perrins. None is the original and genuine Worcestershire without this. Persons infringing this label will be prosecuted.

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BEST FOR CLEANING AND POLISHING CUTLERY, KNIVES, &c.

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Hotels.

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PLUNKET'S GAP, THE PEAK, near the TRAM TERMINUS. TELEPHONE 56.

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THE WAVERLEY HOTEL.

JOE HOUSE STREET, HONGKONG. A First-Class Private Family Hotel.

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Very MODERATE TERMS TO FAMILIES by the DAY or MONTH.

Hongkong, December 18, 1900. 2639

Pelham House, FAMILY HOTEL.

WYNDHAM STREET. M. MOORE, Proprietor.

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Dentistry.

S. IEN TING, Surgeon Dentist, No. 14, D'ARCADE STREET.

TERMS VERY MODERATE. Consultation Free.

Hongkong, April 24, 1900. 628

DENTISTRY.

SUI SANG, Lately Practising with Dr. I. SAKATA.

DENTIST. Cornmarket Road, near Blake Pier.

Hongkong, December 3, 1902. 628

SECOND EDITION.

HISTORY OF THE CHURCHES OF INDIA, BURMA, SIAM, THE MALAY PENINSULA, CAMBODIA, AFRICA, THIBET, COCHINA, AND JAPAN.

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(Translated by EDWARD HARPER PARKER and Reprinted from 'THE CHINA REVIEW.') PRICE ONE DOLLAR.

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Also Genuine Camphorwood boxes; Fans and several other articles made up of Ivory, Mother-of-pearl, Sandalwood and Tortoise-shell, &c., &c., &c.

Quality will speak for itself. Very moderate Prices.

Hongkong, April 1, 1903. 721

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His Britannic Majesty's Ships on the China Station

Name.	Class.	Tons.	Guns.	H.P.	Captain.	Last reported at.
Albatross	despatch-ship	1700	—	3000	Comdr. O. de B. Brock	Weihaei
Albatross	despatch-ship	12,960	16	13,500	Captain T. H. M. Kerrin	Weihaei
Albatross	despatch-ship	1050	—	1400	Commander R. Nugent	Weihaei
Albatross	despatch-ship	11,000	16	18,000	Capt. Charles Windham C.V.O.	Weihaei
Albatross	despatch-ship	9000	12	13,000	Captain George H. Cherry	Weihaei
Albatross	despatch-ship	710	—	1300	Captain F. G. Stopford	Weihaei
Albatross	despatch-ship	710	—	1300	Lieut. Com. F. M. Louke	Weihaei
Albatross	despatch-ship	12,000	14	21,000	Lieut. Comdr. T. D. Pratt	Weihaei
Albatross	despatch-ship	390	—	300	Captain Henry M. Tudor	Hongkong
Albatross	despatch-ship	5600	11	9600	Captain Robert H. S. Stokes	Weihaei
Albatross	despatch-ship	1070	—	1400	Comdr. Ernest Barton	Hongkong
Albatross	despatch-ship	380	—	8700	Comdr. P. V. Lewis, D.S.O.	Behring Sea
Albatross	despatch-ship	1580	12	3200	Captain W. A. Carter	Weihaei
Albatross	despatch-ship	12,960	16	13,500	Lieut. Com. H. L. Wells	Weihaei
Albatross	despatch-ship	275	—	4000	Comdr. J. D. Dainton	Weihaei
Albatross	despatch-ship	275	—	4000	Lieut. Comdr. G. Asser	Weihaei
Albatross	despatch-ship	280	—	3900	Lt. Comdr. G. B. Powell	Yangtze-Kiang
Albatross	despatch-ship	180	—	800	Lt. Comdr. G. G. Webster	Macao
Albatross	despatch-ship	980	10	1400	Comdr. C. W. M. Mendenhall	Weihaei
Albatross	despatch-ship	12,960	16	13,500	Captain R. F. Fooks, C.M.G.	Weihaei
Albatross	despatch-ship	350	—	6300	Lt. Com. G. B. Collingwood	Singapore
Albatross	despatch-ship	1015	—	1400	Commander W. H. Nicholson	Shanghai
Albatross	despatch-ship	830	—	650	Captain Morris H. Smyth	Canton
Albatross	despatch-ship	980	10	1400	Com. J. A. Wake	Weihaei
Albatross	despatch-ship	85	—	240	Lt. Comdr. St. John P. Irwin	Weihaei
Albatross	despatch-ship	980	—	1400	Comdr. T. Jackson	West River
Albatross	despatch-ship	85	—	240	Lieut. Com. Murray Lockhart	Singapore
Albatross	despatch-ship	3000	8	9000	Capt. C. H. H. Moore	Yangtze
Albatross	despatch-ship	85	—	240	Lt. Comdr. Davidson	Yangtze
Albatross	despatch-ship	355	—	6300	Fleet Reserve	Hongkong
Albatross	despatch-ship	200	—	6500	Captain Lewis Bayly	Hongkong
Albatross	despatch-ship	5800	11	9600	Commander Robinson	Yangtze
Albatross	despatch-ship	4650	—	800	Lt. Comdr. E. V. Dugmore	Yangtze
Albatross	despatch-ship	3400	—	200	Capt. J. A. C. Wilkinson	Yangtze
Albatross	despatch-ship	363	—	300	Lieut. Forbes	Yangtze
Albatross	despatch-ship	980	10	1400	Comdr. St. John Farquhar	Hongkong
Albatross	despatch-ship	350	—	450	Lieut. Comdr. A. B. Barker	Weihaei
Albatross	despatch-ship	360	—	5900	Lt. Comdr. Ernest C. Hardy	Hongkong
Albatross	despatch-ship	150	—	550	In Reserve	Yangtze
Albatross	despatch-ship	150	—	550	Lieut. Com. Hugh Somerville	Yangtze
Albatross	despatch-ship	150	—	550	Lieut. Com. Watson	Yangtze

* Flag of Vice-Admiral Sir Oppian A. G. Bridge, K.C.B., Commander-in-Chief.

Foreign Men-of-war on the China and Japan Station

Name.	Flag and Description.	Tons.	Guns.	H.P.	Captain.	Last reported
Kaiser Karl VI	Austrian cruiser	6250	20	12,800	Captain Dredger	Poochow
Acheron	French gunboat	1796	—	—	Captain Laferrere	Saigon
Albatross	French gunboat	300	—	—	Lieut. A. Varney	Taku
Argus	French gunboat	475	3	450	Capt. Oregin	Canton
Aspiche	French gunboat	580	—	—	Commander Jourdet	Saigon
Avastache	French gunboat	3740	28	9000	Lieut. Haru	Haiphong
Bengali	French cruiser	8018	18	—	Capt. Constelle	Saigon
Bugeaud	French cruiser*	625	—	—	Captain de Pangloss	Haiphong
Chateaurault	French gunboat	1250	6	2200	Commander Londe	Shanghai
Comete	French gunboat	680	—	—	Commander Guthrie	Hollow
Decade	French gunboat	470	—	—	Capt. Le Gollen	Saigon
Kuraint	French gunboat	9700	—	—	Capt. Deves	Shanghai
Lion	French cruiser	4015	27	8500	Captain Benoit	Yongie
Montcalm	French gunboat	9437	8	6071	Capt. Stuts	Kobe
Oly	French cruiser	1796	10	—	Captain Hunt	Saigon
Redoubtable	French cruiser	625	2	900	Capt. Vincent	Saigon
Seyr	French gunboat	—	—	—	Captain Thomas	Yongie
Surprise	French gunboat	—	—	—	—	Yongie
Taklang	French destroyer	—	—	—	Lieut. Gellard	Saigon
Takou	French cruiser	—	—	—	Captain Bloisel	Along Bay
Vauban	French gunboat	400	4	441	Lieut. Carol	Canton
Vigilant	French gunboat	—	—	—	Comdr. Villeneuve	Saigon
Vipero	German cruiser	1857	15	2800	Comdr. Huss	Kiautschoo
Bussard	German flagship	11,000	36	14,000	Captain Friedrich	Kobe
Furst Bismarck	German cruiser	1776	15	—	Capt. W. Watzmann	Shanghai
Gier	German cruiser	8000	24	10,000	Capt. van Serunem	Kobe
Hansa	German cruiser	8000	27	10,000	Capt. Ingenohl	Amoy
Hertha	German gunboat	1000	10	1300	Comr. Oummander Platen	Swatow
Ilus	German gunboat	900	10	1300	Comdr. Wilbrauth	Shanghai
Jaguar	German gunboat	850	10	—	Comdr. Kumpke	Canton
Luchs	German gunboat	1640	15	2800	Comdr. Hoffmann	Nanking
Smoller	German cruiser	900	10	1300	Comdr. Schradr	Kiautschoo
Tiger	German gunboat	—	—	—	Lieut. Comdr. von Weiss	Shanghai
Vorwaerts	German cruiser	—	—	—	Captain Dick	Shanghai
Thetis	Italian cruiser	2380	24	6843	Captain John Boet	Shanghai
Lombardia	Italian cruiser	2427	24	12,000	Captain Armone	Shanghai
Piemonte	Italian cruiser	4500	24	6820	Captain Zezi	Shanghai
Vesuvio	Portuguese gunboat	720	—	—	Captain Diogo de Sa	Macao
Diu	Portuguese gunboat	600	—	—	Capt. F. J. Barbosa Leal	Macao
Zaire	Russian gunboat	810	6	730	Comdr. Guinter	Vladivostok
Abcut	Russian cruiser	2600	5	4700	Comdr. Granzschikoff	Port Arthur
Armar	Russian cruiser	8000	27	—	Capt. Reitzenscheit	Kobe
Aschok	Russian gunboat	1050	8	1150	Comdr. Zidvsky	Vorochansk
Aschok	Russian gunboat	500	8	3500	Comdr. Yonizoff	Port Arthur
Caladans	Russian gunboat	1450	6	2000	Comdr. Zagarsky	Shanghai
Crumbelchey	Russian gunboat	12,354	44	14,600	Captain Jossen	Nagasaki
Gromobly	Russian battleship	1000	6	1000	Capt. Shumoff	Shanghai
Gullik	Russian gunboat	1213	7	1600	Comdr. Novakowsky	Nanking
Korets	Russian gunboat	1224	7	1400	Comdr. Vasilief	Shanghai
Manjour	Russian gunboat	1450	8	2000	Comdr. Korolief	Port Arthur
Ovshy	Russian battleship	12,674	15	14,500	Captain Jakorlief	Nagasaki
Peroviet	Russian battleship	10,960	16	10,600	Capt. Zazarsky	Port Arthur
Petrovavlovsk	Russian battleship	12,674	—	14,500	Captain Osofov	Port Arthur
Pobeda	Russian battleship	10,960	16	10,600	Captain Liven	Krongchwaw
Fulova	Russian cruiser	1354	10	1700	Captain Sepdenpouil	Vladivostok
Raskovnyk	Russian protected cruiser	12,200	68	17,000	Capt. Matsuevich	Nagasaki
Rosia	Russian protected cruiser	10,923	26	13,200	Captain Serenbrenskii	Port Arthur
Runk	Russian battleship	10,960	16	10,600	Lieut. Comdr. E. F. Fann	Port Arthur
Savotopoli	Russian gunboat	950	2	1125	Comdr. Ginter	Port Arthur
Slach	Russian gunboat	1050	8	1200	Capt. Bahr	Port Arthur
Sivovch	Russian gunboat	6500	27	20,000	Comdr. Zagarsky-Klasi	Port Arthur
Varyag	Russian cruiser	1230	15	1181	Comdr. Abramoff	Port Arthur
Vasidnik	Russian cruiser	—	—	—	—	—
Zabiyaka	U. S. gunboat	1000	10	1277	Commander Karl Behrer	Hongkong
Amnapolis	U. S. gunboat	255	—	—	Lieut. E. A. Anderson	Manila
Calao	U. S. gunboat	1116	8	1600	Commander O. G. Bowman	Amoy
Dos Juan de Austria	U. S. gunboat	540	—	—	Lieut. Comdr. A. G. Winterhalter	Manila
Elcano	U. S. gunboat	540	—	—	Lieut. Comdr. J. M. Hays	Manila
Folle	U. S. gunboat	2800	8	1988	Comdr. Staunton	Amoy
General Alava	U. S. gunboat	3328	8	—	Comdr. Parker	Manila
Helena	U. S. gunboat	420	—	—	Captain O. H. Stockton	Amoy
Isla de Cuba	U. S. gunboat	11,600	41	10,000	Comdr. R. Stevens	Amoy
Kentucky	U. S. flagship	2500	2	750	Captain Mahan	Shanghai
Manila	U. S. flagship	2500	2	750	Comdr. F. M. Wise	Taku
Manadook	U. S. monitor	3378	6	850	Comdr. Drake	Amoy
Monocacy	U. S. gunboat	4064	4	5244	Captain Ingersoll	Amoy
Monterey	U. S. monitor	3137	20	—	Captain M. R. S. Mackenzie	Amoy
New Orleans	U. S. cruiser	3200	24	17,401	Capt. Burwell	Amoy
New York	U. S. flagship	19,283	45	—	Commander J. R. Salbridge	Nagasaki
Oregon	U. S. cruiser	1600	8	800	—	Manila
Princeton	U. S. gunboat	2437	20	—	Commander Brookling	Amoy
Rainbow	U. S. cruiser	1000	13	1118	Lieut. L. O. Berthotte	Amoy
Vincburg	U. S. gunboat	400	—	—	Commander E. S. Fries	Amoy
Villalobos	U. S. gunboat	1387	8	1694	Commander Ward	Manila
Wilmington	U. S. gunboat	1210	6	1591	—	—

CABLE ADDRESS: "ACHEE," HONGKONG.
A. S. G. OOD, 4TH EDITION

ESTABLISHED 1859.

A CHEE & CO

祥利廣

17a Queen's Road.

**Furniture
Dealers.**

DRAWING-ROOM,
DINING-ROOM,
and BEDROOM
FURNITURE.

ELECTRO-PLATED,
GLASS and
CHINA WARES.

PASTEUR'S MICROBE-
PROOF FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH
TOWELS and
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS,
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DRESSMAKING
Costumes**

made in all the
latest fashions
of Paris, Lon-
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York.

EXPERIENCED EURO-
PEAN CUTTING AND
GENERAL SUPERVI-
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EVERY KIND OF
GARMENT
made for
LADIES
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WM. POWELL, LTD.

High-Class**Drapers**

and

General.**Outfitters.**34, QUEEN'S ROAD,
Hongkong.**'D. C. L.'**

OLD TOM

and
DRY GINS

\$9.00 per dozen

The best Gin on
the Market, its
purity defies
Competition.

SOLE AGENTS,
H. PRICE & CO.,
12, Queen's Road.

MEMOS. FOR TOMORROW.

Meeting.

Noon.—Meeting of Shareholders of
Tobacco Planting Co., Ltd., at the
Company's Office.

Miscellaneous.

Goods per *Puluan* not cleared at 4 p.m.
on this date subject to rent.

Goods per *Mogul* undelivered after this
date subject to rent.

Goods per *Glenale* not cleared on this
date subject to rent.

General Memoranda.

WEDNESDAY, July 15.—
Transfer Books of The Canton Land Co.,
Ltd., closed from this date to the 18th
July, inclusive.

Goods per *Prin Heinrich* undelivered
after this date subject to rent.

THURSDAY, July 16.—
Meeting of Members of the Hong-
kong Jockey Club in the Hongkong
Hotel.

SAUNDAY, July 18.—
11 a.m.—Meeting of Shareholders of The
Canton Land Co., Ltd., at the Com-
pany's Office.

Rheumatism Relieved

To all those afflicted with rheumatism we
recommend a trial of Chamberlain's
Pain Balm. One application will relieve
the pain, and its continued use for a short
time will result in a cure.
Promptly applied to a grain before in-
flammation sets in, insures a cure in about
one-third of the time otherwise required.
One application gives relief. For sale by
all chemists and medicine vendors: WATKINS
LTD., General Agents.

**A. S. WATSON & CO.,
LIMITED.**

**Aerated Water
Manufacturers.**

**BREWED
GINGER BEER
IN STONE BOTTLES.**

The Ginger Beer we supply is pre-
pared in our well-known factories from
the freshest and best ingredients, and
holds the unique position of being THE
ONLY GINGER BEER IN THE CO-
LONY THAT IS REALLY BREWED.

Of the highest standard of excellence
and purity, our Ginger Beer forms a
most refreshing and health-giving
beverage.

Price in Stone Bottles:—
Per dozen.....\$1.75.

One dollar per dozen is allowed for the
bottles when received back at our Fac-
tories in good condition.

A. S. WATSON & Co., Limited,
BREWERS OF GINGER BEER AND
AERATED WATER MANUFAC-
TURERS.

Established A.D. 1841.
4th July, 1903.

BIRTHS.

On board the Spanish mail steamer 'Isa-
do Luzon,' on 29th of May, off Socotra, the
wife of JUAN MENCARINI, L.M. Customs, of
a Son (Alfonso).

On the 16th July, at No. 30, Haskell
Road, Shanghai, the wife of G. J. WHITE, of
a Daughter.

The publication of this issue commenced
at 5.20 p.m.

The China Mail.

HONGKONG, MONDAY, JULY 13, 1903.

EDITORIAL COMMENT.

On the 5th ult., Lord
ASIACTICS Milner received a de-
FOR AFRICA putation from the
White League, which
has been formed to oppose the introduc-
tion of Asiatics into British possessions
in South Africa. While not in a po-
sition to give an authoritative reply to
the deputation, Lord Milner reviewed
the whole question of Asiatic labour,
with the object of mitigating, if not of
removing, the misunderstanding and
prejudice with which the question was
enveloped. Whatever form future le-
gislation might take, the rights acquired
by Asiatics before the war must be
respected, and the superior classes of
Asiatics must be exempt from restric-
tions. He said it would be unwise to
admit an indiscriminate influx of people
of a class, Asiatic or otherwise, which
the country was unable to digest econo-
mically and socially. Nor could the
Government let the position of Euro-
peans be impaired by a great influx of
people, whenever derived, whose
permanent establishment would tend to
pull down the European working classes.
He did not want Asiatics to take the
bread out of the mouths of the whites,
but they might be wanted in consider-
able numbers for temporary purposes,
and under control ensuring their return
to their own country. He was thinking
not only of the mines, but also of works
of public improvement, and he saw no
reason why they should not use indented
labourers temporarily. The Home
Government would not agree to the
introduction of indented Asiatics if
there was reason to believe that
the mass of the European popula-
tion was dead against it. He did
not share the view of the extreme
advocates of Asiatic labour that Johan-
nesburg was on the verge of total ruin,
considering the progress of its output;
but at the present rate of recruiting it
would take years to get the necessary
labour from South African sources. He
did not take a despondent view and
anticipated a slow and steady improve-
ment. If the labour of unskilled Asiatics
were imported, it would open up a field
for a vastly increased number of whites.
As to the railways, English navvies
were quite twice as dear as natives for
construction purposes. The scarcity of
labourers in South Africa will probably
be the chief factor in retarding the de-
velopment of the country, and without
Asiatic labour, as Lord Milner indicates,
it is difficult to see how the country can
be developed, for the people at Home,
troubled with Exeter Hall and the Non-
conformist Conscience, will never agree
to what is known as 'forced labour.' In
the circumstances, the only solution to
a difficult problem seems to be the intro-
duction of indented Asiatic labourers.
The Europeans in South Africa will
doubtless realise this in time, for in the
ordinary course of nature, it will be very
many years before South Africa can
hope to have an indigenous white race
to undertake mining, railway and other
developmental work. It is difficult to
see why there should be serious objec-
tions to the importation of Asiatic labour
under carefully-drawn regulations. In-
dians and Chinese could be found
in sufficient numbers to undertake the
pioneer work under European super-
vision until the country is able to
supply its own labour, when the
Asiatics could be kept out by legisla-
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From recent issues of the *China Times*
we learn that immense quantities of coal
are being hurried to Newchwang and Port
Arthur. Parties of Russians and Japanese
are confronting each other at Jehol, where
the Japanese have acquired a tract of land
cutting clean across the proposed Russian
railway route. (On such items are fed the
believers of a war between Russia and
Japan.)

The foreign trade of Japan for the
first half of this year resulted in an excess
of imports of merchandise over exports of
over forty million yen, and an excess of
imports of treasure of over eighteen mil-
lions. This latter excess is due partly to
the receipts from the sale abroad of Gov-
ernment bonds, and partly to the large
disbursements made by visitors to the
Osaka exhibition.

A correspondent writes from Kiating
(Soochuan) as follows to the *N.-C. Daily*
News:—Some of our most progressive and
well-to-do business men are beginning to
catch the spirit of the times. They are
looking around to see if they can unite their
business interest with those of the for-
eigner. Not long since a number of these
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of coal in the region near by for the purpose
of running the machinery.

The *Singapore Free Press* of the 3rd
inst. says:—On Tuesday night, a case of
house-breaking occurred at 34 Boat Quay.
The burglar broke a pane of glass in a
window, and inserted a long pole with
which he removed the clothing hanging up
in the room. When the robbery was dis-
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present prisoner is fixed for next Wednes-
day afternoon, and should prove extremely
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of identification will be explained in the
evidence.

Mr. Horace Hutchinson has told a good
story of a golfing club. A lame golfer was
annoyed by frequent reminder from a
young player behind that he was going
slowly. At last he sent off his caddy with
a message: 'Go to Mr. Slasher,' he said, 'in
the match behind. Give him Mr. Slasher's
coach's compliments, and tell him that Mr.
Slasher is aware that he is playing slowly,
but that he can play a right slower if
he likes.' And Mr. Slasher was so doubt-
fully properly 'put out' by the stroke.

LOCAL AND GENERAL.

The Anglo-German Brewery Co., Ltd.,
is being floated in Shanghai with a capital
of \$400,000 to brew beer at Kiangchow.
There will be 4000 shares of \$100 each. The
subscription list closes on 31st August.

Shanghai newspapers continue to
publish alarming stories of the 'Rebellion
in Kwangsi.' If these stories had been
true the rebels would have been masters of
Kwangsi weeks ago, when, as a matter of
fact, only roving bands of desperadoes
have been encountered.

The correspondent of the *N.-C. Daily*
News at Kiating (Soochuan) writes on the
8th ult.:—Dengue Fever is still carrying
the people off, all over this part of the
country, by thousands. In some of the
cities they cannot get coffins as fast as they
are wanted, the death rate is so high.

At three o'clock on Saturday morning
three armed natives broke into a Chinese
dwelling house at West Point, gagged and
bound the occupants, two women and a
man, and robbed the place of \$900 worth
of money and jewellery. They then
escaped and have not since been arrested.

A case is before the Supreme Court in
Peking involving the distribution of an
estate of \$1,200,000, in which the Court is
asked to decide whether the word 'son' in
a Chinese will means 'grandsons' or
'grand children,' a female descendant
claiming \$100,000 from the estate of the
late Khaw See Chang.

From recent issues of the *China Times*
we learn that immense quantities of coal
are being hurried to Newchwang and Port
Arthur. Parties of Russians and Japanese
are confronting each other at Jehol, where
the Japanese have acquired a tract of land
cutting clean across the proposed Russian
railway route. (On such items are fed the
believers of a war between Russia and
Japan.)

The foreign trade of Japan for the
first half of this year resulted in an excess
of imports of merchandise over exports of
over forty million yen, and an excess of
imports of treasure of over eighteen mil-
lions. This latter excess is due partly to
the receipts from the sale abroad of Gov-
ernment bonds, and partly to the large
disbursements made by visitors to the
Osaka exhibition.

A correspondent writes from Kiating
(Soochuan) as follows to the *N.-C. Daily*
News:—Some of our most progressive and
well-to-do business men are beginning to
catch the spirit of the times. They are
looking around to see if they can unite their
business interest with those of the for-
eigner. Not long since a number of these
men, caught by this mercenary spirit,
sailed forth to Chungking to see if they
could induce Mr. Archibald Little to take
an interest in their mines of copper and
gold. They went to get machinery in-
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LOCAL AND GENERAL.

An interesting article on travels in
South China will be found on Pages 2 and
3 of this issue.

The soil in China is so rich that a
square of it is said to be capable of support-
ing a population of nearly four thousand
people.

The *Universal Gazette* says that the
Russians intend starting a Chinese news-
paper at Harbin and are buying type in
Shanghai.

The value of books and other printed
matter exported to China and Japan from
Great Britain in 1901 was £23,000, as com-
pared with £15,000 in 1897.

The appointment of H.E. Chang Chai-
tung to a Vice-Presidency of the Peking
University is regarded as a very small
honour for the distinguished Viceroy.

There has been considerable movement
of Chinese troops on the Yangtze, point-
ing, it is believed, to co-operation on the
borders of Hunan for the suppression of
the deeds of Kwangsi Province.

A strong protest is being made in
Japan against the American coasting law
which excludes all but American vessels
from the trade between San Francisco,
and Honolulu and the Philippines.

The *Singapore* native newspaper pub-
lished in Shanghai, has been closed at the
instance of the Chinese local mandarins.
Several men belonging to the staff of the
newspaper are now under arrest in Shang-
hai charged with sedition.

For failing to use good lime mortar
while building houses at Singapore, two
Chinese contractors were fined \$100 each
and another was fined \$50. In two cases
only 25 per cent. of good lime was used
and in the other 40 per cent.

The engagement is announced of Mr
George Macaulay Trevelyan, Fellow of
Trinity College, Cambridge, youngest son of
the Right Hon. Sir George Otto Trevelyan,
to Miss Janet Penrose Ward, younger
daughter of Mr and Mrs Humphry Ward.

The French Chamber of Deputies passed
a vote of six hundred thousand francs to
meet the expenses in connection with
President Loubet's visit to England, and
the entertainment of the King of Italy,
on the occasion of King Victor Emmanuel's
approaching visit to Paris.

Only four cases of plague were report-
ed for the two days ended noon to-day, the
victims being Chinese. During the past
week there have been 23 cases and 29
deaths. From January to date there have
been 1334 cases and 1171 deaths.

On Saturday, His Excellency the
Governor entertained the local medical men
to dinner in order to hear their opinions on
certain views relative to the causation and
spread of plague. It is proverbial that
doctors disagree, and we believe Saturday's
conference was no exception to the rule.

This afternoon, a slight accident caused
a temporary dislocation of the Peak
Tramway service. In the sharp squall that
passed over the Colony about ten minutes
to one o'clock, a tree was blown across the
line just below Bowen Road bridge. Coolies
were at once sent for, and the obstruction
was removed without any damage being
done to the permanent way. There was
about half-an-hour's delay, however, and
some inconvenience was caused to the
regular patrons of the 12.55 and 1.5 service.

Some time during Saturday night the
premises of Messrs Doolittle and Pollock
at the corner of Robinson and Elgin Roads,
Kowloon, and known as the Anglo-Ameri-
can Stores, were entered by thieves. The
cash box was broken open, and with the
contents, which did not amount to much,
together with a quantity of cigars, cigar-
ettes, tobacco, milk and other goods, the
thieves effected their escape. An entrance
was gained through the floor of the rooms
over the store, which are unoccupied. The
miscreants cut a hole through the floor and
evidently lowered a boy through to the
floor below, and he unlocked the door and
allowed the thieves to enter. Fortunately
the loss to the proprietors will not be heavy
as they take the precaution when closing
up to take all the money received during
the day with them, only leaving a
little small change. This is the second
successful robbery that has taken place in
Elgin Road during the week and points to
the existence of a well-organized band of
thieves. The police are totally inadequate
to cope with them, and it is to be hoped
that the authorities will take steps to
strengthen the force there. It is stated
that when this robbery was reported at the
police station the officer in charge de-
clared that he was unable to deal with the
case because he had not sufficient men at
his disposal. If that is the case it is a nice
state of things to be existing in the Colony.

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LOCAL AND GENERAL.

The Captain of the British steamer
Belvedere reports that on Thursday, 2nd
inst., in Lat. O. 18 S. Long. 140 52 E.
he spoke American ship *Luzon*, of New
York, at noon; numbers J.V.F.R.

We have heard much during the last
forty-eight hours about the Red cone, and
have seen the effect of the hoisting of a
cone of some colour on the Tamar. But is
it a red cone? We have tried to distin-
guish between black and red, and failed.
Do the Government require a little red
paint? A 10-cent subscription would get it
for them in less than twenty-four hours.

Yesterday morning, Cheung Lok U
committed suicide by jumping from the
third-floor verandah of No. 14, Connaught
Road West. It is said that the deceased
took his life owing to depression caused by
the absconding of his partner in an export
business, with all the money of the firm.
Cheung Lok U was picked up alive but died
after admission to the Tung Wa Hospital.

The following table gives the monthly
rainfall at the Observatory to the end of
June, with the means and extremes for the
previous 19 years:—

	1883	1884	1885	1886	1887	1888	1889	1890	1891	1892	1893	1894	1895	1896	1897	1898	1899	1900	1901	1902	1903
January	1.37	1.32	8.43	0.00																	
February	0.21	1.94	7.95	0.02																	
March	2.65	2.62	10.43	0.17																	
April	4.92	5.01	14.89	1.54																	
May	13.06	13.41	48.84	1.15																	
June	25.23	16.35	34.37	2.34																	

The red cone which ornamented the
usual flagstaffs on Saturday and yesterday
morning, and sent fear to the hearts of
saman and junk-owners, was taken down
yesterday afternoon. When it was first
hoisted the Junks and sampans scurried
helter skelter for Causeway Bay, and the
dredger *Canton River* proceeded to Stone-
cutter's Island for shelter, whilst several
vessels in the harbour commenced to get up
steam. The Typhoon has now disappeared.

Government has decided to discontinue
the running of the Panang Tramways at the
end of the year. The <

TELEGRAMS.

THE UNITED STATES SQUAD-
RON IN ENGLAND.

The United States Naval Officers attended the State Ball at Buckingham Palace, and the King entertained them at dinner last night at Buckingham Palace. The Prince of Wales and most of the Ministers were present.

Yesterday, the officers had luncheon at the Pilgrims Club. Lord Berosford, who presided, predicted that if President Roosevelt came to England he would have a reception such as had never before been given to the chief of a State.

At a banquet to the American officers, the King toasted President Roosevelt, for whom he expressed by himself writing on a telegraph form, while still at the table, a felicitous message to the President. The King also made an emphatic declaration in favour of closer relations between Great Britain and the United States, which Mr. Choate, in responding, ardently reciprocated.

THE NEAR EAST.

Bulgarian bands in Macedonia are re-organising under officers sent from Sofia, and hostilities appear to be imminent.

London, July 11, 1903.

It is declared in Sofia that the Turkish-Bulgarian relations are greatly relieved owing to formal assurances that Russia would never permit Turkey to attack Bulgaria.

THE FOREIGN PRESS ON PRESIDENT LOUBET'S VISIT.

The German and Austrian press are beginning to appreciate the significance of President Loubet's visit. The Russian press regards King Edward's and the President's visits as something more than mere acts of courtesy, though it is thought there can be no question of any formal alliance.

THE CABINET CRISIS IN JAPAN.

Tokyo, July 8.

The Cabinet crisis in Japan is not yet settled.

The leading journals bitterly lament the incident, as tending to create a false impression of the nation's foreign policy, and need, which is unanimously resolute.

It is now understood that the crisis is due to the interference of the Elder Statesmen, who hamper the Ministry's action without sharing its responsibility.

RUSSIAN AGGRESSION IN COREA.

The Russians have laid a telegraphic cable between Antung, on the north side, and Yong Anpho, on the south side of the mouth of the Yalu river, without consulting Corea, whereat Japan has protested, inasmuch as Corea is bound by Convention not to allow any Russian power any telegraphic privileges which interfere with Japanese vested interests.

THE PROPOSAL TO OPEN WILU.

Japan is pressing for the opening of Wilu to foreign trade.

On Corea's pleading the objection of Russia, Japan has replied that any such objection is entirely irrelevant, inasmuch as the power of decision is vested solely in Corea.

PRESIDENT LOUBET'S VISIT TO LONDON.

London, July 6.

All the papers publish the most cordial articles in reference to the visit of President Loubet, and express the unanimous opinion that the visit will consummate what King Edward's journey to Paris commenced, completing a rapprochement which must henceforth be regarded as one of the accomplished governing facts in the European situation.

The Daily Telegraph says that it is no secret that M. Delcasse has come to London with the hope of settling the few outstanding difficulties between the two countries.

The Standard says that M. Delcasse and Lord Salisbury and Lansdowne have brought France and England as close together politically, as is possible without a formal alliance.

THE POPE.

London, July 8.

H. H. The Pope underwent a slight operation, consisting of a puncture of the pleura, yesterday, with the object of removing the oppression of his breathing. The operation will probably prolong His Holiness's life for some hours.

GREECE FERMENTING.

London, July 9.

There have been serious disturbances in Greece, notably at Pyrgos, owing to the non-satisfaction of the proposed Current monopoly.

The Premier, Mr. Theotocis, has resigned, and Mr. Ralli is forming a Cabinet. Pyrgos is on the west coast of Morea, opposite Zante. Carrarage is the principal export from Greece, the value sent every year to the United Kingdom alone being over £1,000,000 sterling.—Ed.]

TELEGRAMS.

A COTTON TRUST.

London, June 29.

A monster Cotton Trust is being organised at New Orleans. The operators own practically the whole of the export cotton in the United States. A speedy rise is predicted.

THE POPE.

New York, July 8.

A special dispatch to the New York Herald from Rome, says: The Pope's marvellous fight for life continues. He was operated on for pleurisy a couple of hours ago.

Pleurisy, added to pneumonia and dysentery, is racking his body so that his great mind is gradually clouding. The hurt action grows weaker and weaker hourly. His extremities are now paralyzed, and he can move only the trunk of his body. The Cardinals are now in Rome from all parts of Italy and the Pope's presence in the Conclave, at which the successor to Leo XIII will be chosen, goes on apace.

It will be impossible for Cardinal Gibbons, of Baltimore, to reach here in time for the Conclave and his presence could make no difference in the choice of a candidate. The candidature of Cardinal Rampolla, who is closest to Leo XIII, is increasing in strength. The crowds in Rome are being swelled hourly by throngs from outside. In the principal churches, prayers are being said most of the day for the dying pontiff. The bulletin posted outside the Vatican attracts immense gatherings. The popularity of Leo XIII is proved by the universal expression of sorrow for his approaching end.

New York, July 9.

A special dispatch to the Herald from its own correspondent to Rome, says: Leo XIII still survives. Though his body has been racked for days by pneumonia, dysentery and pleurisy and though an operation was performed on him for the tapping of the pleural cavity, yet he continues to cling to life, even though by a slender cord. It has been predicted hourly for several days that he would die the succeeding hour, and all preparations for his death were made. He was administered Extreme Unction two days ago, and many times it has been announced that he was dead.

Monseigneur Valpini, who was to be the celebrant of the Papal Conclave, at which the successor to Leo XIII will be chosen, is prostrated by apoplexy, caused by the strain of the Pope's approaching demise, and the urgent duties forced on him.

THE 'NATION OF DESTINY' AT WORK.

New York, July 8.

The cold-blooded murder of a policeman by a negro at Evansville, Indiana, has precipitated a race war.

The entire militia of the State of Indiana is under arms, and many companies are now on the way to Evansville, the scene of the outbreak.

In a pitched battle between the State troops and a mob of white men, thirty-one were shot and ten were fatally wounded. Hundreds of bullets were exchanged, and a really desperate encounter took place in the very heart of the City of Evansville. The Police were unable to cope with the would-be lynchers, and a message to the Governor brought out the local militia. These, too, were outnumbered and other companies were hurried to Evansville from other cities. It is believed now that the worst is over.

The entire country about is worked up to the tremendous height of excitement. The negroes have been assured protection by the Governor, and it is possible that the National authorities may send troops to the scene.

The murder of the peace officer was without cause, and the first result was the perpetration of the dead man's personal friends to wreak vengeance on his murderer. Their numbers were soon swelled by others, and within a few minutes thousands had volunteered to lynch the negro. Then the cry of, 'Drive out the negroes,' was raised and the mob sought the section of the city where the colored people live.

U.S. ARMY IN PHILIPPINES.

General Davis has been directed by the War Department to reduce the number of troops now garrisoning the Philippines.

NEW AMOY DOCK CO., LTD.

The following report was presented to the Shareholders at the Eleventh Ordinary Yearly Meeting held at the Office of Messrs Boyd & Co., Amoy, on the 8th inst.:

Annexed I beg to submit to Shareholders the usual Annual Statement of Accounts for the year ended 31st December 1902.

The net profit on the year's working is £42,881.94. Add Balance carried from last year less Bonus £403.19. £43,285.13.

Which it is proposed to deal with as under: Commission and Fees to General Manager and Consulting Engineer £8,536.39. To Reserve (making a total of £55,000) £15,000.00. Dividend of £2.50 per share £4,549.74. Carry forward £43,085.13.

To enable the Dock to do the work which it is now comping for, up-to-date Machinery had to be bought, and much heavier stocks of Material carried, and in order to give the Shareholders a better idea of the value of the amounts expended in Plant and Machinery, and addition to stock of Materials, &c. since 1896, viz:

SHOOTING.

R.N.V.A. LEFT HALF, NO. 1 CO. V.

SHERWOOD FORESTERS.

In this pleasantly contested return match at Tai Hang on Saturday last the Naval Yard team proved the winners by 57 points, being an average of 846 points per man.

Scores:—

LEFT HALF, NO. 1 CO.	RIGHT HALF, NO. 2 CO.	TOTAL
Sergt. J. Marshall	28	32
Sergt. P. E. Penning	25	30
Corpl. C. Ormsby	27	34
Bomb. D. Cameron	31	29
Bomb. G. Hedge	28	31
Gum. A. R. Rogers	24	29
R. Stewart	31	28
C. Strick	26	32
Total	267	677

SHERWOOD FORESTERS.

Col. Sergt. Randall	28	25	30	83
Bedford	27	29	26	82
Levitt	22	32	24	78
Watson	25	29	25	79
Carbury	28	31	18	77
Seaton	25	26	25	76
Westerman	20	26	24	70
Pickard	23	30	17	70
Total	267	620		

The scoring of 200 yds. was poor owing to the high winds, and a fine rain during part of the time.

ARMS IN CHINA.

The following letter appears in the N.C. Daily News:—

Sir—With reference to the Berlin telegram of 7th inst. to the *Ostasiatische Lloyd*, 'Arms for China,' which also appears in your edition of to-day:

The Japanese accused the Germans of smuggling arms into China, which they deny, and throw the ball at the accusers, at the same time charging the Belgians with participating in the trade. (It was not I said the Chinese was the man who did it.) Allow me to deny emphatically the German accusation towards Belgium; since the signing of the Peace Protocol forbidding the introduction of arms into China, the Belgian Ministry of Finance has issued orders to the Customs, forbidding shipment of any arms to China excepting Hongkong, and to illustrate how strictly this order is carried out I will tell you that last December I wanted to ship from Belgium to China six thousand cartridges by a German steamer, but was refused permission by the Customs.

As the weapons were intended for European use, I applied to the Minister of Finance for special permission, but he would not grant same, on account of the Protocol in question, declaring at the same time that he had already refused permission to many German applicants.

Thanking you in anticipation for inserting this.—I am, Sir, Y. VAN DER STEEN.

Belgian Trading Co., Ltd. Shanghai, 9th July.

CORRESPONDENCE.

OUR LEGISLATORS.

To the Editor of the 'CHINA MAIL.'

Hongkong, July 12, 1903.

Sir—Both of your correspondents, 'Macau' and 'Mars' seem to have misunderstood the drift of some of the observations which I addressed to you on Friday last, and I must therefore ask for a small space in your columns to remove this misapprehension.

I never intended to suggest that Mr. Howett would act otherwise than perfectly fairly and squarely, if elected, nor did I mean to insinuate that he would use his position, if elected, to promote the interests of his own Company in preference to those of the community.

I simply maintain that Mr. Howett, from his position as Superintendent of the P. & O. Company, cannot take such a broad and independent and unbiased view of currency matters as the other candidate, Mr. Folick.

Thanking you for inserting these few lines of explanation, I am, Sir, Yours faithfully,

JUPITER.

A SERIOUS SOLDIER.

To the Editor of the 'CHINA MAIL.'

Hongkong, July 12.

Dear Sir,—In your issue dated Saturday, July 11, a correspondent writes 'it would not be a bad idea to put out the Naval and Military Establishments upon questioners and then to let it to sea and let it take its chances in a Typhoon.' This course is suggested because he 'believes it is owing to the action of the Naval and Military authorities in London that the Eastern Praya Reclamation scheme is being delayed.' May I point out to him through your columns that the few millions of men he would thus send to sea are only guilty of keeping that which they have taken from the military authorities in London whose opinions about the Eastern Praya Reclamation Scheme do not coincide with those of your correspondent, but that the navy hardly influences the conclusion that the whole of the establishments should be drowned. Would it not be fairer and more humane to drown the officers, for instance, and save the men, or vice versa, and form an Eastern Praya Reclamation Society for the recovery of the bodies. I fear numerous difficulties will be met, but doubtless your correspondent has a pre-arranged method of overcoming them. It is unlikely that he would suggest so vast a scheme withoutable consideration.

Firstly, apart from all political questions and the effect on trade of the abolition of the army and navy, there is the difficulty of collecting the whole of the naval and military establishments then, against the risk of getting them all on Stonecutters at the same time (I presume he would not compel the island to make a double journey) would be second only to that of towing the island to sea. Now comes the question of the typhoon. The poor island is to be left to take its chances in a typhoon! Surely he does not think the island would swim. But if not, why the typhoon? Just an artistic touch, I presume.

I am not surprised at the correspondent writing this letter, for there must needs be some one who is looking in manners and tact, but I am extremely surprised to find in your columns, that he makes such a statement as that in question, in a British Colony, where a large body of naval and military are living by order, is as wanting in manner as the statement itself is wanting in truth.—I am, Sir, A SOLDIER.

[A Soldier takes our paragraph and himself very seriously.—Ed., C.M.]

NAVAL PROMOTIONS.

The following are the naval promotions gazetted on the 30th June as telegraphed to Vice-Admiral Sir Cyprian Bridge, commanding on the China station.

To be Captains:—
Commanders:—
William H. Baker-Baker.
Cresswell J. Eyres.
Francis S. Miller.
Arthur C. Leveson.
Henry F. Oliver.

To be Commanders:—
Lieutenants:—
Stewart Evelyn Foster Ernest C. Hardy.
Commanding H.M.S. C. Waterich on surveying service in China.

Adrian G. Allgood.
Charles B. Miller (H.M.S. Talbot).
Percy W. Rimington.
Crawford Maclellan.
William D. Church.
Alfred O. Sykes.
Alexander P. Davidson.
John Luce.
Thomas L. Shafford (Senior Lieutenant H.M. flag ship Glory).
John D. Edwards (Gunnery Lieutenant H.M. flag ship Glory).
Raymond A. Nugent.
Henry A. Adams.
Frederic W. Caulfield.
Eustace La T. Lentham.
George H. Baird.
Wilfrid Henderson.
Rogers J. Parker.
Wilnot S. Wilkinson.
Thomas P. Bonham.
Aubrey Chubb Hugh Smith.
Arthur G. Smith.
Stewart A. Perry-Ayscough.
Ernest S. Carey.
Murray F. Suter.

George B. Powell (formerly commanding H.M.S. Kishna on the Upper Indus).
To be Lieutenants:—
Sub-Lieutenants:—
Stewart D. Blair (H.M. flag ship Glory).
Colin E. M. Law.
John A. S. Blackwood.
Frederic L. M. Boothby (H.M.S. Bramble).
Robert C. Davenport (H.M.S. Amphitrite).
Henry Leigh (H.M.S. Argonaut).

THE PHILIPPINE CURRENCY.

Financial Expert En Route.

The Manila Bulletin of the 10th inst. says:—Reports from Washington say that Professor E. W. Kemmerer of Purdue University, Indiana, has been appointed by the War Department at Washington, financial adviser to the Philippine Commission. The appointment was made on the recommendation of Professor Jenks, now a member of the International Commission on Currency Exchange, and Professor Kemmerer is now en route to Manila where he is expected to arrive probably on the transport *Sheridan*, due here about July 29.

Governor Taft, it is stated, has determined to place the entire matter of arranging a currency system for silver-standard currency in the hands of the newly-appointed financial agent.

When the currency of the Islands is converted into a gold standard and the now converted into a silver standard, the Mexican money now in use will be called in. Mexican silver remains legal tender until January 1, 1904, but will not be paid out from any of the Government's financial agencies. A large proportion of the first \$3,000,000 obtained by the Philippine Government for the first issue of certificates authorized by Congress has been used by Director of the Minis Roberts in purchasing silver for the coinage of the pesos and subsidiary coins now being shipped to the Islands, and by recent act of the Commission another \$3,000,000 has been voted for the same purpose. To replace the gold which is being called in, the Commission has obtained by the Philippine Government through the sale of these certificates the United States Government Taft will convert the Mexican money into gold by selling it at Hongkong or some other Oriental market for its bullion value. Professor Kemmerer will not only have charge of the currency, but he will direct the introduction of the new Philippine currency, the redemption of the Spanish Philippine coins and the disposition of the Mexican peso.

Professor Kemmerer is one of the best-known financial experts in the United States. He ranks with Mr. Charles A. Conant and Professor Jenks on currency questions and for years he has made financial economy a study. It is believed that he will render valuable services to the Philippine Government in working out the details of currency conversion.

THE NEW TONIC WINE.

STEAM'S WINE OF COD LIVER OIL.

Inclement changeable weather brings with it its usual plentiful crop of neuralgic pains, not to speak of colds and chills and influenza cases in abundance. This is the time when strength and vitality come to be maintained, and when the ailments are to be resisted. With a valuable tonic like Stearns' Wine of Cod Liver Oil at our right hand this may be easily effected. The following case will be of interest to many of our readers:—

27, Canton View, Woodhouse, Leeds. It gives me great pleasure to inform you of the great benefit that I have derived from taking Stearns' Wine of Cod Liver Oil. For the past month or two I have felt wearied out, have not been able to eat, and have suffered very much from neuralgia; but after taking a few doses of the wine, I am able to eat, and enjoy a good meal, and the neuralgic pains have become less frequent. I shall recommend it to my friends as a most excellent tonic.

Stearns' Wine of Cod Liver Oil is delicious, appetizing and very digestible; it contains all the natural processes of assimilation and nutrition, it imparts the nerve strength which is absolutely essential in order to ward off winter ailments. In incipient consumption, pneumonia, and other wasting diseases, Stearns' Wine of Cod Liver Oil is now very generally prescribed by the medical profession. It is a pure, rich wine, in which all the curative elements of cod liver oil are embodied, the oil matter being eliminated. The addition of a quantity of iron adds to its valuable tonic effects.

Sold by all Chemists and A.S. Watson & Co., Limited.

STEARNS' HEADACHE CURE.

OF ALL CHEMISTS.

To-day's Advertisements.

RUSSO-CHINESE BANK.

THE BANK OF SOUTH CHINA having been taken over with all assets and liabilities by this Bank, a Branch of the Russo-Chinese Bank, will be OPENED in Hongkong on TUESDAY, the 14th inst., under the Management of Messrs J. W. R. TAYLOR and P. A. SCHLUMBERGER. Mr A. R. CARRIE being empowered to sign per Procuration.

TELEGRAPH OFFICES (while new Offices in Prince's Buildings are being built). VICTORIA HOTEL BUILDINGS, 101, HOUSE STREET.

Hongkong, July 13, 1903.

HONGKONG VOLUNTEER CORPS.

UNDER the Patronage of His Excellency Sir H. A. BLAKE, G.C.M.G., His Excellency Major-General Sir W. J. GASCOIGNE, K.C.M.G., &c., &c., &c.

A Grand Promenade Concert will be held on the Volunteer Parade Ground on THURSDAY, 10th inst., at 9 p.m. In the event of unfavourable weather the Concert will be held in the St. Andrew's Hall.

Front Seats \$2. Remainder \$1. Sailors, Soldiers, and Volunteers in Uniform Half-price. Tickets can be obtained from Vol. Headquarters, Messrs Kelly & Walsh, and The Officers, H.K.V.C. N.B.—Tickets already taken for 11th July are available.

Hongkong, July 13, 1903.

SPONGES SPONGES.

JUST OPENED, a Box of Superior Lot of TOLLET and NURSEY SPONGES of different sizes.

PRICES VERY MODERATE.

H. RUTTONJEE, 6, D'Aguiar Street, 37 and 38, Elgin Road, Kowloon.

Hongkong, July 13, 1903.

GENERAL AVERAGE S.S. 'PERKIN.'

NOTICE IS HEREBY GIVEN to all concerned that the General Average Statement of the s.s. *Perkin* consequent on the fire which occurred at Kobo on the 5th and 6th April, 1903, is being prepared at Yokohama, by Mr H. T. WADMAN, of the China Trade Insurance Co., Ltd.

E. A. HEWITT, Superintendent.

Peninsular and Oriental S.N. Co. Hongkong, July 13, 1903.

GOVERNORS OR NURSERY GOVERNNESS.

ENGAGEMENT desired from Aug. 1st as GOVERNNESS OR NURSERY GOVERNNESS.

Apply to 'SHANGHAI' Care of 'CHINA MAIL' Office.

Shanghai, July 13, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW.

THE Company's Steamship *RAILONG*, Captain EVANS, will be despatched for the above Port, on TUESDAY, the 14th inst., at 11 a.m. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, July 13, 1903.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY & FOCHOW.

THE Company's Steamship *HAICHOW*, Captain PASMORE, will be despatched for the above Ports on WEDNESDAY, the 15th July, at 11 a.m. For Freight or Passage, apply to DOUGLAS LAFRAIK & Co., General Managers.

Hongkong, July 13, 1903.

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.

THE Company's Steamship *GUANGSANG*, Captain S. J. PAYNE, will be despatched as above on THURSDAY, the 16th inst., at 4 p.m. This Steamer has superior Accommodation for Passengers, and is fitted throughout with Electric Light. For Freight or Passage, apply to JARDINE, MATHESON & CO., General Managers.

Hongkong, July 13, 1903.

A RAMBLE THROUGH SOUTHERN FORMOSA.

By G. TAYLOR, I. M. Customs.

With Woodcut.

[Reprinted from the *China Review*.]

One of the Best Sketches of Formosa Life yet written.

Price \$1.00.

China Mail Office, 5 Wyndham Street, Hongkong.

EAST PRAYA RECLAMATION SCHEME.

AS PROPOSED TO THE HONGKONG GOVERNMENT AND THE MARINE LOT-HOLDERS BY SIR PAUL CHATER.

The Full Details Printed in Pamphlet Form NOW READY.

Copies may be had at 'CHINA MAIL' Office. Price 50 Cents each.

Intimations.

ZETLAND HOUSE.

No. 10, QUEEN'S ROAD CENTRAL.

SUPERIOR ACCOMMODATION. Moderate Charges.

MRS. WATLING, Proprietress.

Hongkong, January 14, 1903.

MRS. CHEUNG.

HIGH-CLASS PHOTOGRAPHER.

Developing and Printing for Amateurs. ESTABLISHMENT & SPECIAL FEATURES.

BRANCH HONGKONG HOTEL CORRIDOR.

1587

MINERAL ASSAYS & ANALYSES.

THE YANGTSE VALLEY COMPANY, LTD., having its own well-equipped Laboratory, is prepared, in order to assist in the Mineral Development of China, to do Assay work of all descriptions, Quantitative

Shipping.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.

OSTASIATISCHER FRACHTDAMPFER DIENST.

(Taking Cargo at through rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LONDON, GENEVA, LONDON, LIVERPOOL, GLASGOW, TRINITY, GENOA, PORTS in the LEVANT, BLACK SEA and BALTIC PORTS; NORTH and SOUTH AMERICAN PORTS).

PROPOSED SAILINGS FROM HONGKONG.

SUBJECT TO ALTERATION.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Nürnberg, 17th July, 1903. Freight.

FOR HAVRE, BREMEN AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Würzburg, 29th July, 1903. Freight & Passengers.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND PENANG.

S.S. Badenia, 12th August, 1903. Freight.

FOR HAVRE AND HAMBURG.

CALLING AT SINGAPORE AND COLOMBO.

S.S. Sittoria, 26th August, 1903. Freight.

FOR NEW YORK via SUEZ CANAL.

About middle of August.

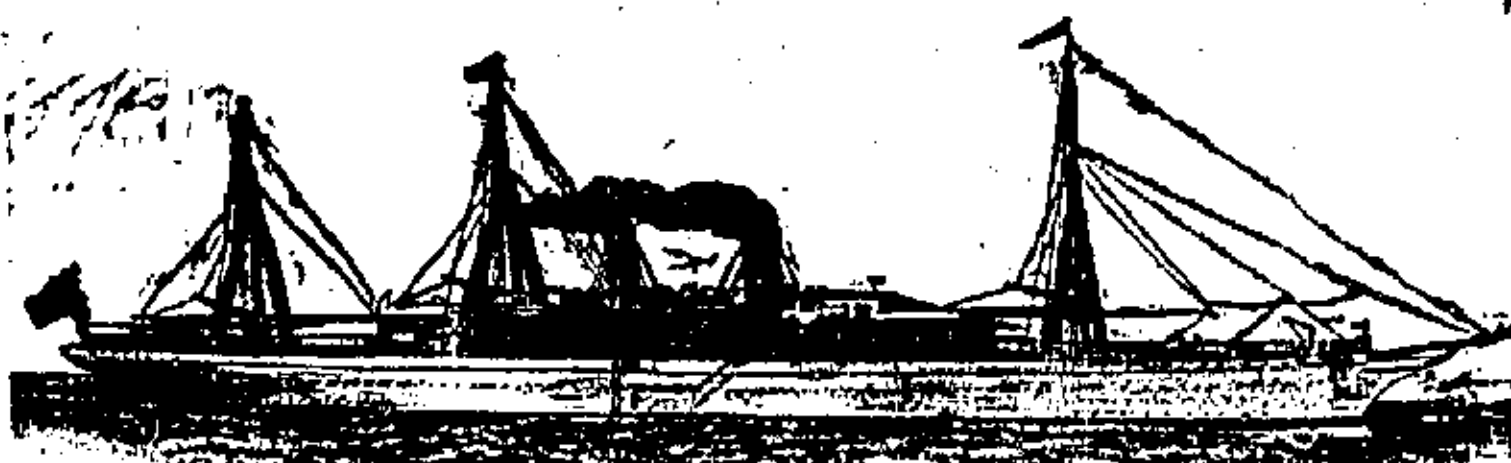
S.S. Arabia, Capt. BAILE, For further particulars, apply to

HAMBURG-AMERIKA LINIE,

HONGKONG OFFICE,

Queen's Buildings, No. 1.

1569

CANADIAN PACIFIC RAILWAY COMPANY'S
ROYAL MAIL STEAMSHIP LINE.THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE,
VIA CANADA AND THE UNITED STATES.(Callings at SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
SAFETY—SPEED—PUNCTUALITY.Express Twin Screw Steamships—4,000 Tons—10,000 Horse power—Speed 19 knots.
Sailing 3 to 7 days across the Pacific.

PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

Ship	Tons	Day	Month
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	July 15
R.M.S. TARTAR	4225	WEDNESDAY	July 22
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY	Aug. 5
R.M.S. ATHENIAN	6000	WEDNESDAY	Aug. 12
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY	Aug. 19
R.M.S. EMPRESS OF JAPAN	6000	WEDNESDAY	Sept. 23
R.M.S. TARTAR	4225	WEDNESDAY	Oct. 7
R.M.S. EMPRESS OF CHINA	6000	WEDNESDAY	Oct. 14
R.M.S. ATHENIAN	6000	WEDNESDAY	Oct. 21
R.M.S. EMPRESS OF INDIA	6000	WEDNESDAY	Oct. 28

The magnificent TWIN-SCREW STEAMSHIPS of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS of the CANADIAN PACIFIC RAILWAY, which have daily and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE in 97 Hours. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, of which passengers to Great Britain and the Continent are given choice of.

Passengers booked through to all principal ports and AROUND THE WORLD. Return tickets to various points at reduced rates. Good for 4, 6, 9 and 12 months.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

The attractive features of this Company's route embrace its PALATIAL STEAMSHIPS (second to none in the world), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unequalled.

For further information Maps, Guides, Books, Rates of Freight and Passage, apply to

D. E. BROWN, General Agent,

Hongkong, June 26, 1903.

PORTLAND AND ASIATIC
STEAMSHIP COMPANY.SAILINGS FROM HONGKONG, via INLAND SEA OF JAPAN,
MOI, KOBE & YOKOHAMA; FOR

OPERATES IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

Ship	Tons	Captain	Day	Month
INDRAVELLI	4899	R. P. Craven	July	16, 1903
INDRAVELLI	4899	A. E. Hollingsworth	August	14, 1903
INDRASAMHA	5197	W. E. Craven	September	13, 1903

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

PORTLAND & ASIATIC STEAMSHIP COMPANY.

Hongkong, July 13, 1903.

NIPPON YUSEN KAISHA.

THE JAPAN MAIL STEAMSHIP COMPANY.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Ship	Tons	Captain	Day	Month
HIROSHIMA MARU, J. Naga	4899	R. P. Craven	July	16, 1903
KAGA MARU, Geo. Anderson	4899	A. E. Hollingsworth	August	14, 1903
AWA MARU, N. Terada	5197	W. E. Craven	September	13, 1903
YAWATA MARU, A. E. Moore	4899	R. P. Craven	July	16, 1903
KAGOSHIMA MARU, K. Kori	4899	A. E. Hollingsworth	August	14, 1903
TAMBA MARU, J. W. Wall	5197	W. E. Craven	September	13, 1903
KINSHU MARU, L. Pyle	4899	R. P. Craven	July	16, 1903
RIJUN MARU, O. Ono	4899	A. E. Hollingsworth	August	14, 1903

Through Passenger Tickets issued to the Principal Cities in the United States, Canada, and Europe, in connection with the Great Northern Railway and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the option of travelling by the Sanyo Railway, or further information as to Freight, Passage, Sailing, &c., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

Apply to

T. S. Takayanagi, Acting Manager.

Hongkong, July 11, 1903.

Shipping.

OCEAN STEAM SHIP COMPANY, LIMITED,

AND

CHINA MUTUAL STEAM NAVIGATION
COMPANY, LIMITED.

JOINT SERVICES.

FORTNIGHTLY SAILINGS FOR LONDON.

MONTHLY SAILINGS FOR LIVERPOOL AND FOR CONTINENT.

OUTWARDS.

FROM	STEAMERS	DATE
GLASGOW AND LIVERPOOL	DIOMED	18th July
GLASGOW AND LIVERPOOL	HECTOR	22nd July
GLASGOW AND LIVERPOOL	NESTOR	26th July
GLASGOW AND LIVERPOOL	TRICHO	30th July
GLASGOW AND LIVERPOOL	NESTOR	3rd August
GLASGOW AND LIVERPOOL	DIOMED	7th August

The S.S. DIOMED left Singapore 11th inst., a.m., and is due here on 18th inst.

HOMEWARDS.

LONDON BERTH.

FOR	STEAMERS	TO SAIL
* LIVERPOOL	DIOMED	18th July
MARSEILLES, LONDON & ANTWERP	HECTOR	22nd July
MARSEILLES, LONDON & ANTWERP	NESTOR	26th July
MARSEILLES, LONDON & ANTWERP	TRICHO	30th July
* LIVERPOOL	DIOMED	3rd August
MARSEILLES, LONDON & ANTWERP	NESTOR	7th August
MARSEILLES, LONDON & ANTWERP	DIOMED	11th August

* Taking Cargo for Liverpool at London Rates.

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VICTORIA, SEATTLE, TACOMA, and all PACIFIC COAST PORTS, via NINGBO	DIOMED	10th August
NIH, KOBE & YOKOHAMA	HECTOR	14th August

For Freight, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, July 13, 1903.

CHINA NAVIGATION CO., LD.

FOR	STEAMERS	TO SAIL
SHANGHAI	WHEATON	14th July
MANILA	SUNSHINE	15th July
AMOI, SAMARANG & SOERABAYA	SHANTUNG	17th July
KOBE	THIAN	22nd July
MANILA	TAIWAN	27th July
PT. DARWIN, THURSDAY ISLAND, COOKTOWN, CAIRNS, TOWNSVILLE, BRISBANE, SYDNEY and MELBOURNE	TAIWAN	27th July
CEBU AND LOLO	KAPONG	27th July

* The attention of Passengers is directed to the Superior Accommodation offered by these Steamers, which are fitted throughout with Electric Light. Unrivalled Table. A duly qualified Surgeon is carried.

* Taking Cargo on through bills of lading to all Yangtze and Northern China Ports.

* Taking Cargo and Passengers at through rates for all New Zealand and other Australian Ports.

N.B.—REDUCED SALOON FARES, Single and Return, To Manila and Australian Ports.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Hongkong, July 13, 1903.

IMPERIAL GERMAN MAIL LINE

NORDDEUTSCHER LLOYD HAMBURG-AMERIKA LINIE.

STEAM FOR SINGAPORE, PENANG, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN/HAMBURG.

PORTS IN THE LEVANT, BLACK SEA AND BALTIC PORTS; ALSO LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON AND SOUTH AMERICAN PORTS.

STEAMERS WILL CALL AT GIBRALTAR AND SOUTHAMPTON TO LAND PASSENGERS AND CARGO.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

Ship	Tons	Day	Month
HAMBURG	4899	WEDNESDAY	22nd July
PRINZ HEINRICH	4899	THURSDAY	23rd Aug.
SACHSE	4899	THURSDAY	26th Aug.
KLAUSSTADT	4899	THURSDAY	30th Sept.
BAYERN	4899	THURSDAY	17th Sept.
ZIETEN	4899	WEDNESDAY	30th Sept.
SEYDLITZ	4899	WEDNESDAY	14th Oct.
ROON	4899	WEDNESDAY	28th Oct.

* Steamers of the Hamburg-Amerika Linie.

ON WEDNESDAY, the 22nd day of July, 1903, at Noon, the Steamship HAMBURG, of the Hamburg-Amerika Linie, Captain BUNSEN, with MAILES, PASSENGERS, SPECIES, and CARGO, will leave this Port as above, Calling at NAPLES and GENOA.

Shipping Orders will be granted till Noon, on Monday, the 20th July, Cargo and Specie will be received on Board until 5 p.m. on Tuesday, the 21st July, and Parcels will be received at the Agency's Office until Noon on Tuesday, the 21st July. Contents of Packages are required. No Parcel Receipts will be signed for less than \$2.50 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid accommodation and carries a Doctor and Stewardess. Linen can be washed on board.

Norddeutscher Lloyd.

For further Particulars, apply to

Melchers & Co., Agents.

NORTHERN PACIFIC S.S. CO.
BOSTON STEAMSHIP CO.
BOSTON TOW-BOAT CO.

PROPOSED SAILINGS FROM HONGKONG.

Via Shanghai, Inland Sea of Japan, Kobe and Yokohama.

FOR VICTORIA, B.C., AND TACOMA

IN CONNECTION WITH

NORTHERN PACIFIC RAILWAY CO.

Steamers	Tons	Captains	To Sail
VICTORIA	3502	J. Pantou	August 1.
FLEET	3763	F. G. Partridge	August 15.
OLYMPIA	2837	J. Truebridge	September 10.

Steamers marked (*) have no passenger accommodation.

THE attention of passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and to the INTERIOR and EASTERN CITIES of the UNITED STATES and to EUROPE.

Special rates allowed to members of Government Services.

Through Bills of Lading issued to PACIFIC COAST POINTS and to the Principal Cities in the United States and Canada.

For further information as to Freight, or Passage, Apply to

Doddwell & Co., Limited, General Agents.

Hongkong, July 10, 1903.

Shipping.

PENINSULAR & ORIENTAL STEAMSHIP
NAVIGATION COMPANY

WILL dispatch VESSELS to the Undermentioned PORTS on the DATE

named:—

FOR	STEAMERS	TO SAIL ON	REMARKS
SHANGHAI	Bengal	About 10th July	Freight or Passage.
	A. L. VALENTIN		
LONDON &c.	Ballaarat	Noon, 18th July	See Special Advertisement.
	T. G. SUMNER		
SINGAPORE, COLOMBO and BOMBAY	Maagong	About 24th July	Freight only.
	S. HALL		

* Calling at PENANG if sufficient inducement offers.

For further Particulars, apply to

E. A. HEWITT, Superintendent.

P. & O. S. N. Co.'s Office, Hongkong, July 9, 1903.

HONGKONG—MANILA.



Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon midships.—Electric Light.—Perfect Cuisine.—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA
STEAMSHIP COMPANY, LIMITED.

Steamship	Tons	Captain	For	Sailing Dates
RUBI	2540	R. W. Almond	Manila Direct	July 18, at 10 a.m.
ZAFIRO	2540	R. Rodger	"	July 25, at 10 a.m.
PERLA	1980	J. McInty	"	July 25, at 10 a.m.

For Freight or Passage, apply to

Shewan, Tomes & Co.,

General Managers.

Hongkong, July 11, 1903.

OSAKA SHOSHEN KAISHA

PROPOSED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

FOR	STEAMERS	LEAVING
ANPING, Via SWATOW AND AMOI.	MAIZURU MARU	WEDNESDAY, 15th July.
	T. SAITO	
TAMSI, Via SWATOW AND AMOI.	DAIJI MARU	SUNDAY, 19th July.
	T. W. GROVES	

The Co.'s new Steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified Doctor is carried.

All Steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered at Lloyd's.

Steamers will go alongside the Co.'s Pontoon at the Customs water-front premises at Hsinpo to land all Passengers and cargo.

For Freight, Passage and further information apply at the Co.'s local Branch Office, at No. 8, Des Voeux Road Central.

T. ARIMA,

MANAGER.

Hongkong, July 10, 1903.

TOYO KISEN KAISHA

(ORIENTAL S. S. Co.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA IN 48 HOURS.

THE Company's well-known Steamship ROHILLA MARU, 3869 Tons, Captain C. P. BISHOP, will be despatched for MANILA on FRIDAY, the 17th July, at 11 a.m.

To be followed by ROSETTA MARU on the 23rd July.

Magnificent Accommodation. Comfortable Cabins. Excellent Table. Unrivalled Speed. Electric Light. Doctor and Stewardess carried.

For Freight or Passage, apply at the Company's Office, 3 Queen's Buildings, Ice House Street.

K. NAKASHIMA, Manager.

Hongkong, July 11, 1903.

EASTERN & AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TARKANA, &c.)

THE Steamship AUSTRALIAN, Captain W. G. McARTHUR, will be despatched as above on WEDNESDAY, the 29th July, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

Return Tickets interchangeable with China and Manila S.S. Co., Ltd.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in state-rooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 2, 1903.

BEN LINE OF STEAMSHIPS.

FOR LONDON via SUEZ CANAL.

THE Steamship BENEDI, Capt. D. CLARK, will be despatched as above on or about THURSDAY, the 30th July.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, July 10, 1903.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

Via PORTS AND SUEZ CANAL.

(With Liberty to Call at Philippine Ports)

PROPOSED SAILINGS FROM HONGKONG.

1903.

MAIDUFF, About July 15.

SAINT BEDE, To follow.

MOGUL, Do.

SALTO, Do.

For Freight and further information, apply to

DODWELL & CO., LTD., Agents.

Hongkong, July 10, 1903.

STEAM FOR BOMBAY via SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SOET, PANAMA, MEDERRA, NAPLES, LONDON, and GENOA; also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS up to CALAO.

(Taking Cargo at through rates to PERSIAN Gulf and Bland, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA).

THE Steamship ROSHIA, Captain MAGANIKI, will be despatched as above on TUESDAY, the 14th inst., at Noon.

At Bombay the steamer is discharging in Victoria Dock.

For further particulars regarding Freight and Passage, apply to CARLOWITZ & Co., Agents.

Hongkong, July 8, 1903.

FOR SINGAPORE, PENANG AND CAULUTTA.

THE Steamship LIGHTNING, Captain J. G. SPENCER, will be despatched for the above Port on TUESDAY, the 14th July, at noon.

For Freight or Passage, apply to D. SASSOON & Co., Ltd., Agents.

Hongkong, July 7, 1903.

COMPAGNIE DES MESSEGERIES MARITIMES.

PAQUEBOTS POSTE FRANCAIS.

FOR SHANGHAI, KOBE AND YOKOHAMA.

THE Company's Steamship YARRA, Captain SELLIER, will be despatched for the above ports on or about TUESDAY, the 14th July.

G. DE CHAMPEAUX, Agent.

Hongkong, July 7, 1903.

AUSTRIAN LLOYD'S STEAM COMPANY.

STEAM FOR SHANGHAI, YOKOHAMA AND KOBE.

THE Company's Steamship MARQUIS BACQUEHEM, Captain RASSERICH, will leave for the above places on SATURDAY, the 18th inst., at noon.

For Freight or Passage, apply to SANDER, WIEBER & Co., Agents.

Hongkong, July 10, 1903.

